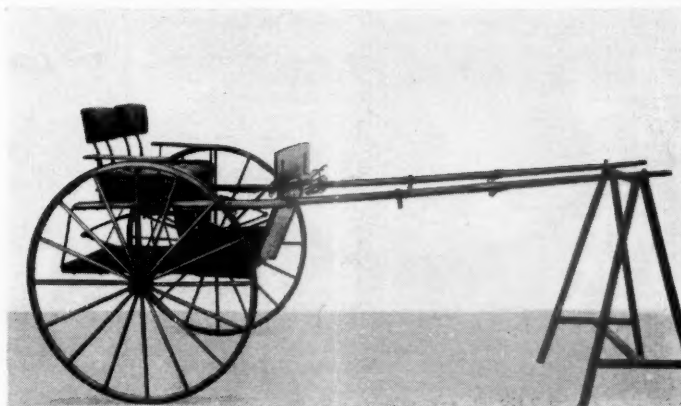


LONG ISLAND FORUM



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Stony Brook Carriage House

A well printed, fully illustrated, skillfully compiled Catalogue of Vehicles on exhibition at The Carriage House of The Suffolk Museum at Stony Brook has come to hand. The 94-page booklet, prepared by Miss Margaret V. Wall, Museum director, represents not only a great amount of research but reflects a thorough appreciation of the mighty important part played by horse-drawn vehicles in the island's early history and that of colonial America as a whole.

This Melville Collection of vehicles is especially appropriate to Long Island for it was on the Hempstead Plains that America's first racetrack, Newmarket, was established in 1665. It is believed, too, that the country's first privately owned coach was imported about 1690 by Col. William (Tangier) Smith of Brookhaven town.

Besides the many illustrations, with explanatory notes, the booklet contains a complete list of the vehicles in the collection, together with much more useful data. Among the Long Island carriage-builders mentioned are L.W. Valentine, Hempstead; East Williston Cart Co., Taylor & Schwartz, L. I. City; John Topfer & Son, Brooklyn; George E. Gould, Lake Grove; Marlborough's Sons, Brooklyn; J. Curley, Brooklyn and Coles, Baldwin & Bentley, Port Jefferson.

William S. Pelletreau's History of Long Island, Vol. III, page 198, refers as follows to Henry M. Willis who designed and patented the East Williston Cart in 1890:

"Mr. Willis is an inventive genius of no mean ability and has invented numerous articles which he has patented. He invented and patented a cart named by him, 'The East Williston Runabout Road Cart', which is universally admitted to be the easiest riding cart in the world, and a marvel of ingenuity, utility and simplicity. He erected a factory and manufactured about one thousand of these vehicles, for which he found a ready sale not only in this country but in Europe and South America. He then sold the patent for a con-

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The Barrier Beaches at Night

THE beach at night is very little like the beach by day—really as different as day and night. It is impossible to know how true this is until one has actually observed it. The beach seems to have two lives.

By day the waves wash up and down the strand, the dunes present a rolling landscape, and the sunlight gives depth by shadows. Even a footprint has dimensions because of the shadows. Each blade of grass is given body and substance in the light.

At night the suds on the edge of the waves appear to slither over the sand, hesitate, and slip back down the slope. The dunes show in silhouette and their outline in repetition and sameness might just as well be a mountain range miles away. The folds and rolls of the dunes are flattened to present a two-dimensional surface, height and length. Unevennesses of the sand are not discernable nor are footprints evident. Strangely, moonlight does not seem to give either character or realness but, instead, accents the flatness.

Jones Beach to the west of Parking Field No. 1, has been making up year after year as Jones Inlet moves westward from its original break-thru near the present Tower. This is young beach and its dunes have no age like the ancient dunes on Fire Island at Sunken Forest. Altho I think I know every square foot of this section of beach, I lose myself at night.

The reason for losing myself at night is that the dunes outlined against the sky are practically the only markers to go by. The outline is the only part of a dune to show and all incidental rises of the sand are flattened. An old wagon trail and a few indefinite footpaths are tremendously valuable as night landmarks.

Julian Denton Smith

At this point some readers are asking what is the writer doing on the beach at night. I guess they have a right to their question for surely one could wonder. In an amateurish, untechnical way it seems to me that beach flowers may be pollinated by night insects. Anyone who has been on the meadows, the bay or the beach after sundown knows that there are great quantities of insects in the air. A few attack man, but most are too busy on other business, and their businesses seem more extensive and pressing than by sunlight. The night-flying insects are almost per-

fectly safe from becoming bird snacks, for the birds are in dreamland.

So I try to learn what insects are found on what flowers at night and if those insects are capable of pollinating the flowers. During the day I locate the plants whose flowers suggest being open at night and of possible interest to insects. The problem is to locate those same plants again in the dark when nothing in the neighborhood looks familiar or recognizable. I should hesitate to tell even my best friends some of the weird and fantastic schemes I hatch up to steer me after dark.

It is nearly impossible to imagine how infinitely quiet



Night Beach Patrol Flashing Coston Light

the dunes are at night. Frogs may interrupt the calm during the spring and early summer. Cricket-like and locust-like chirpings may be heard in the late summer and fall. The surf seems far away and forgettable. At times I have been conscious of the nearness of another person in the darkness, altho I could see none. Then I cup a match within my hands to light a cigarette. The stranger has invariably followed suit. After a few words each goes his way. It is remarkable how long it takes the eye to see again in the dark after having looked into the flame of a match.

I have been caught in two night showers on the beach. Both had plenty of lightning and gave long warning so I could get back to the car. Each time I have waited for the rain. At home we hear a shower coming to us rattling and pattering on the leaves. In the city I have heard its approach in flurries of raindrops splashing and dancing along the pavements. But on the beach there is another sound.

Can you imagine a church filled with worshippers when the minister announces a hymn which is not on the order of service? Everyone reaches for a hymn book and starts thumbing thru the pages. The noise of the paper is the sound of the on-coming beach shower. It is a brittle, crackling, prickling wave of sound. As soon as the sand is wet the accompanying sound gives way to a splashing one and sand-laden drops bounce half way up to the knees.

I always take care that I am not a high point on the beach during a thunder storm, for lightning loves that kind of target. The lightning is blinding and wild and points up every spear of grass and grain of sand. Thunder seems oppressive as there is nothing to break its roll or absorb its crash. Showers on the beach at night turn cold, and don't let anyone tell you differently.

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"Tangier" Smith and His Manor

THE Lordship and Manor of St. George was a territory which covered much of central Long Island in provincial days. It was also a domain or Lordship, with power carefully defined in a document or "Patent", its authority descending from William and Mary, King and Queen of England, directly to the patentee, Colonel William "Tangier" Smith.

Smith held land in Brookhaven Town as early as 1687; his larger purchases began the next year. On May 16, 1688, Thomas Dongan, Governor of the Province of New York, gave him a "Liberty and License to purchase from Ye Indians two necks of Land on Ye South Side of Long Island" . . . providing these were not already purchased.

From the official position, the license was sensible: Smith had demonstrated his loyalty to the Crown in prior service in Africa, and Dongan could personally vouch for this because the two men had served there together for a time. Smith was well-respected for his reliability, legal aptitude and intelligence; further, the Crown was deeply indebted to him for his services. Territory granted to Smith could be counted as assured in its loyalty to the King, an all-important consideration in provincial days.

For Smith, the license was the first of a series to be issued on this new continent, and they were to make him an impressive figure in history and the Lord of "sundry tracts in Suffolk County . . . about fifty miles in length," similar as a Manor to Rensselaerwyck, Cortlandt and the others, but the greatest: "Colonel Smith's grant . . . cost him . . . but fifty dollars, and it is worth more than any other grant of them all,"

Chester G. Osborne

Editor's Note

Mr. Osborne has been appointed by Trustees George C. and Hugh S. Furman of the Smith estate to examine, list and classify the numerous family documents in the one-time Manor of St. George, now the Tangier Smith Museum. No part of Long Island history has been more distorted by imaginative yarns than this colonial manor and its proprietors. Miss Kate Wheeler Strong, a Smith descendant, alone seems to have supplied authoritative data on the subject up to this time.

wrote the Earl of Bellomont in 1698.

The beginning history of the Manor is also the history of the founder of the "Tangier Smith line. Colonel Smith was born in Newton, Northamptonshire, England, Feb. 2, 1655. His father, another William Smith, was a justice of the peace, and his mother a former maid-of-honor at the Queen's court. She had enough influence in the reign of Charles II to secure the boy a post as page.

In 1676 there are records of Smith as a juror. Then he went to Tangier, Africa, to seek his fortune, in the literal sense. He displayed a genius for picking up valuable pieces of real estate, and an equal talent for law and jurisdiction. In 1676 he became a

"Judge to the Court Merchant", and in rapid succession, year by year, sometimes month by month, Councilman, Alderman, first Judge, acting with power of attorney for the "Corporation", Surrogate, and on Nov. 11, 1682, was elected Mayor of Tangier. His title of Colonel was earned there; he was commissioned in the "Militia of Freemen of the City."

He was recalled when King Charles decided to abandon the place in 1683. Dongan came to America. Smith went to England: the suddenness of his recall had left him with some financial matters unresolved—he had invested heavily. There is evidence that he was not completely impoverished, for, according to Kate Wheeler Strong, he owned the first private coach in the province of New York.

A letter from Lord Dartmouth to the British Secretary of State, Oct. 27, 1683, sheds further light on the man and on the reasons why he was influential and would become even more so: "Among the many extraordinary cases that must be looked for in Services like this . . . (Dartmouth was then Governor of Tangier) . . . that which relates to this Gentleman, Mr. Smith . . . is one and in many



Manorhouse, Now The Tangier Smith Museum

respects the most worthy of consideration."

Dartmouth relates that Smith is likely to suffer severe losses as Tangier is given up "since he is the greatest Proprietor of the Place . . . In the service of his Majesty" Smith "exposed both his Estate and Credit very far, in the particular Support of the persons entrusted by the King with the care of his Hospitals there, for the relief of the sick and the Lame . . . You . . . will be pleased . . ." on his application to "interpose it (to the King) on his behalf." Smith's "releef", Dartmouth concludes, "Lies wholly in his Majesty's hands . . ." Smith entered a petition of his own. The "releef" he gained were the privileges he received in America.

In the meantime Smith had married in Tangier, Miss Martha Tunstall of Putney, Surrey, England. Through the years they had several children who died in infancy, and several more who lived to carry on the name. It became "Tangier" Smith to differentiate the family from other Long Island Smith families.

He and his family sailed to America from Ireland in 1686. In the next year, Dongan (and in following years several other governors) sought him for their councils, and he rose rapidly in legal rank to become the first chief justice of the province, and, as ranking member of the council, sometimes serving as acting governor.

His purchasing seems to have begun in 1687. There are two records for that year; one was definitely in Brookhaven Town, on "Little Neck." Other purchases followed the grant or license of 1688—a series of deeds, many of which still exist in the original, some from colonists, others directly from the Indians. The 1693 Patent made him not only a land owner but a Lord with power to hold court-leet and court-baron, making the Manor a "little Kingdom", where-in the absolutism of the

Crown was personally represented, relatively free from other jurisdiction, including that of province and even of Parliament.

At its greatest extent, under another patent, and in other deeds, the Manor stretched almost completely (around a few other grants and areas) from Mastic Beach on the south shore east to Southampton town and on the north to near Southold town. While Colonel Smith held such territory and the power of a Lord, there is no evidence that he was anything but a good administrator and gentle in character, even democratic, for the age. He worked closely with his friend Dongan, the "best provincial governor New York ever had"; he showed an almost paternal interest in country affairs. Perhaps the best measure of the man is that he was "the only member of the council who was opposed to the Leislerians and their plottings" Leisler will be remembered only in infamy as a bigot and a tyrant who for a time tried to usurp control of the province.

In his later years, Colonel Smith spent most of his time at his house on the north shore; he died in 1704, and the terms of his will divided the property among his children.

Liked John Tooker's story on The Cuttings of Great River. Visitors to the Bayard Cutting Arboretum should be handed reprints of it. It's nice to read of the good people who made the arboretum possible. J.G.R. Davis, Newark, N. J.

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Two Fishermen of 1895

THE fishing smack Louise, Captain Wm. H. Tuthill, of East Marion, L. I., dropped anchor in the lee of Gardiners Island, just off of Tobacco Lot. It was in the late summer of 1895. A stiff N. W. breeze drove us in off of the fishing banks.

Irving W. Tuthill, the Captain's son, and the writer of this story gained permission from the Skipper to leave the vessel for a few hours. For relaxation we took a walk of three miles over the hills and fields to the Gardiner Mansion House.

We were interested in looking over the stockfarm, sheep, cattle, hogs and poultry; also the wheat and corn fields.

Mr. John Lyon Gardiner, owner and proprietor of the entire Island, was very independent in that he was able to supply his own table with an abundance and quite a variety of excellent food; also for his servants and farm hands.

Quite a sizable colony looked to him for a living. Mr. Gardiner successfully managed the Island as a small kingdom, or like a southern plantation.

As a gentleman farmer he provided wheat for bread, cornmeal for hoe' cake; beef, pork, lamb and poultry, vegetables of all kinds. Milk, butter, cheese, fruit and the best of berries. He stored his own ice from a nearby pond, for refrigeration. Plenty of wild ducks, fish, clams and eels. As I see it, the Gardiners needed the outside world only for clothing, medicine, sugar and salt.

While we were busy looking over the farm, a messenger from Mr. Gardiner informed us that he was very anxious about his daughter and a sister (or possibly she was Miss Sarah Gardiner, a niece, until her recent death owner of the Island) who were over on Fire Place Point and very

Capt. Eugene S. Griffing

desirous of getting to the Island. The smoke signal had been going up in the air since early morning, and it was then eleven A. M.

The regular boatmen did not want to undertake the crossing in the face of a heavy sea and the N. W. breeze which was blowing hard.

Mr. Gardiner must have had a high regard for the ability of fishermen in general, for he did not know either of us personally. We were very happy to undertake the assignment.

His boatman took us down to the harbor where the boat was moored. We found a very seaworthy, round bottom, centerboard boat 18 ft. overall, two masts with mutton leg sails, no jib or decking, just a washboard.

We immediately reefed the fore and mainsails, and started for Fire Place Point. This was approximately a five-mile crossing of the southerly end of Gardiners Bay.

We were close hauled and on the starboard tack with plenty of spray coming over the weather rail.

Irving (an excellent boatman) was at the tiller, as he

was two years my senior. A very rough crossing for so small a boat, but as we neared the Point it smoothed out nicely. Our passengers had been watching us through their binoculars as we came across the bay.

We made the landing, dressed up the boat a bit; then we were ready to take aboard our passengers.

We introduced ourselves and stood for the severe appraisal, which was made of us, as we straightened up for the inspection. Unpressed trousers, blue flannel shirts open at the throat, maybe to the bosom, heavy brogan shoes, no hats.

Both ladies were quick to grasp the situation, knowing that Mr. Gardiner would not have sent a couple of boys, one 18 years of age, the other 16, unless he knew they were competent boatmen.

On our return trip to the Island, running free with the wind on our quarter, we made a quick crossing.

Several times we were hit pretty hard with a following sea and spray. Miss Gardiner was a bit timid and suggested that I should pull up the center board. Just what this was

Continued on page 194



Stony Brook Carriage House

Continued from Page 182

siderable sum. He has invented a pipe which he has patented in all the countries of the world and which is pronounced the acme of cleanliness and perfection. His 'twin screw hairpin' is another product of his fertile brain, which will revolutionize the entire hairpin trade. Among other numerous inventions are a potato digger, a contrivance for opening and shutting gates while in a wagon, a model invention for a poultry house, and self-closing adjustments for gates and doors. His farm is equipped with some of his inventions, and is indeed a model farm".

Tree Grows in Oyster Bay

"Early Quakers and Mighty Oaks" by Robert R. Coles in the August Forum was of great interest. The photo with caption "White Oak at Quaker Meeting House, Locust Valley" was particularly instructive. The same picture was published in the December 1951 issue of the Forum over the caption "White Oak at Oyster Bay". So this magnificent tree has moved about six miles in the last three and one-half years.

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Monumental Work**Locust Valley Oak**

Photo by Robert R. Coles

error. The tree belongs to Oyster Bay, several of whose residents also wrote us on the mistake. Herewith we show the real white oak at the Quaker Meeting House in Locust Valley, from a recent photo by Mr. Coles. Editor.

I have been borrowing issues of the Forum from a friend and enjoy reading them very much. However, there are many articles I would like to have kept for reference. To make this possible in the future I am enclosing check for a year's subscription. Irma Reed, Patchogue.

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A Trip to St. Louis in 1850

IN these days, with trains, airplanes and motors, a trip to St. Louis is an easy jaunt. It was quite another matter when in 1850 a young wife was summoned to break up her Setauket home and with her children leave for St. Louis as soon as possible. Two years before, her husband had answered an urgent call for ships' carpenters there. Now, finding business profitable, he wanted his family to join him.

Imagine the excitement of Charlie, aged four, when people from miles around flocked to their house, all their possessions being sold to the highest bidder. Emily at two and a half could not actually remember the trip but, having heard it repeated many times, here is the tale as told to me by Mrs. Emily Hopkins of East Setauket.

After the auction they drove to Stony Brook and there took a packet for New York. Friends there found an escort to accompany them as far as Cincinatti. There was no direct route West then, and so from New York they took steamboat to Albany. Suddenly people yelled and the boat jarred to a stop. A man and a boy in a small skiff had been drawn under the boat and were drowned in spite of the crew's efforts to rescue them.

At Albany they took the New York Central to Buffalo. A rocky road it was in those days. So it was a weary little family that boarded the lake steamer at Buffalo for Dunkirk. One of those terrific Great Lakes storms arose. Although the steamer did not sink, many of the passengers wished it would and end their misery. At Dunkirk no one could bear to think of food, and hurried on to the train for Cincinatti. Soon everyone grew hungry but there was

Kate Wheeler Strong

nothing to eat on the train!

However, help was in sight in the shape of a cow and a calf wandering down the track. They held to their rights and the engine left the tracks. What happened to that cow and calf history does not say but the meat was not wasted. While waiting for the wrecking crew the passengers found a farmhouse. Never had ham and eggs and coffee tasted so good. The engine was soon back on the tracks and they reached Cincinatti in time to get berths on the river boat.

At last the weary mother thought she and her little ones could find rest as the boat did not leave until morning. But soon the cry of fire was heard. However, they were told to stay in their berths, and a little later were informed that the fire was out. Next morning the boat started down the river towing a raft loaded with barrels of whis-

key. Later a passenger steamer hit the raft, knocking the barrels into the river.

There was great excitement as they chased the barrels hither and yon, but they never gave up until they got them all. Ahead lay another place called the Graveyard of Ships where many flats made a menace for passing vessels. Here, indeed, the ship was caught but finally got away without damage.

And so at last they reached St. Louis and began a new life in that far western town where long-horned cattle were driven through the streets by cowboys and the real frontier was not far away.

I don't want to miss a single copy of the Forum as I find so many many interesting articles pertaining to L. I. and to my home town, Sag Harbor, so keep it coming and best wishes. H. N. Fordham, Santa Ana, California.

Mrs. Sawyer and I enjoy reading the Forum very much. Elmer J. B. Sawyer, Riverhead.



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Quaker Slave Owners

I have just finished Robert Coles' "Early Quakers and Mighty Oaks" (August Forum). The history of The Society of Friends has always been an inspirational subject to me. Presently I am reading "The Journals of John Woolman", Quaker, and just finished his account of his numerous visits and meetings in Long Island communities.

I was interested to learn through the Woolman journal (1720-1742) that early Quakers owned slaves. However, they were the first whose conscience lead them to reject the institution. John Woolman expresses his feeling on the subject of slave-holding in a christian society:

"Sometime after, a young man of our Society spoke to me to write an instrument of slavery, (transfer of property) he having taken a Negro into his house. After a short prayer I told him I was not easy to write it, for though many people kept slaves in our Society as well as others, and seemed easy in it, I however could not see it to be right, and craved to be excused from it. I spoke to him in goodwill and he told me that keeping slaves was not clearly agreeable to his mind, but that the slave was a gift to his wife from some of her friends, and so we parted."

We will be waiting for more history of Quakerism on Long Island.
Mrs. Andrus T. Valentine
Cold Spring Harbor

1st Bench Show at Hempstead

Last February the Westminster Kennel Club staged the country's biggest indoor dog show in Madison Square Garden. Although this Westminster event is the oldest consecutive bench show in the country, having been staged without a break since 1877, the honor of holding America's first bench show goes to Hempstead on our own Long Island. In 1874 or three years before Westminster came into being.

As far as is known there were no pedigrees in the canine world in those days and the dogs were anything but purebred. The records show that there were no particular rules for the exhibitors, which at times became slightly shady, and also that the judges were not altogether fair and unbiased. All this was changed in 1884 when the National Bench Show Association, later the Westminster Kennel Club, was formed.

Although there are over 22 million dogs in America today, only one-third of them are purebred, or qualified show dogs. Since the first show in Hempstead in 1874 many champions have come from Long Island and this year is no exception. Champion Silver Spray of

Continued on next page

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Continued from page 191

Wychwood, a Samoyed owned by Bernice B. Ashdown of Manhasset, which won the best of breed at Westminster, and Champion Alfonso von der Goldenen Kette, a standard Poodle, owned by the Pennyworth Clairedale Kennel of Hampton Bays, are in there pitching for us.

Horace K. T. Sherwood
Long Beach, Cal.

Horseshoe Crabs, Etc.

The interesting article in the May Forum on Horseshoe Crabs by Julian Denton Smith brought to mind a reference to that crustacean in a false and ridiculous statement in a book about New York and Long Island published in 1940. This was "New York—A Guide to the Empire State." It was a writers' project sponsored by the New York State Historical Association, during the depression era.

Under the title "Plant and Animal Life", page 42, the following



is set forth in all seriousness. "The waters surrounding Long Island abound with a salt-water fauna, notably the flounder, horseshoe crab, and starfish, the last of which feeds on oysters and clams."

This amazing and fanciful reduction to three of Long Island's widely known and popular edible fish—striped-bass, bluefish, weakfish, seabass, porgies, pollock, tuna, swordfish, etc.—stirred up bitter criticism by commercial and sports fishermen, the island and metropolitan newspapers, and the State Legislature.

I trust the sponsors will now appreciate Mr. Smith's factual and scientific description of the inedible Horseshoe Crab.

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Word of Praise

The magazine is delightful to all Long Islanders. (Mrs.) Louise Hewlett Patterson, Lawrence.

Note: Mrs. Patterson and brother, the late Arthur T. Hewlett, in 1948, gave their ancestral home, Rock Hall, at Lawrence, to the town of Hempstead which maintains it as a museum. Built about 1768 by Josiah Martin, it was purchased in 1824 by Mrs. Patterson's grandfather.

It is a very wonderful magazine which is most interesting. (Miss) Louise Hay, Shelter Island.

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New York Blaze of 1835

A friend has supplied a copy of a letter which was found among his family papers. It was written by one Tom, addressed to a friend, and evidently had been sent from New York just before Christmas in the year 1835. It reads with some changes I have made for clarification, in part as follows:

"Everything here in the city was froze up when the fire started (on Wednesday, December 16) about 9.00 in the evening at 25 Merchant street. Soon as I heard the bell in city hall I knowed we was in for it with the mercury down around 15 below and the water systems all froze. By the time me and George got as near as Hanover street it looked like as if the whole city was doomed.

"We just stood there and watched one building after another get caught while the fire engines and hose all froze up. Inside an hour there was more than three dozen buildings blazing. We had to back up for the heat and sparks and smoke as the fire got to Water street. By midnight everything was gone on Water, Front and South streets from Pearl street to the river. Then the Merchants Exchange at Wall and Hanover went, including the post office in the basement.

"Somebody was playing the organ in the Garden Street Church and I heard later they was burned when it caved in. It must have been about four o'clock when they began blowing up buildings to stop the blaze which was finally done before it got to Broad street.

"George and me went home before daybreak but I read all about it next day in the Evening Post. Maybe you seen it yourself. It wasn't till around noon that the fire was over. The Post says 654 buildings was destroyed and not much insurance. This is a sad Christmas here in New York."

Thus wrote the man named Tom just before the Holidays in 1835. Although the Croton Water System was completed in 1842 and the big reservoir where the public library now stands was supplying water underground to all parts of the city, another disastrous conflagration occurred three years later near the first one, killing four firemen and 26 others.

T. R. B., Levittown

I think the so-called Wells home-stead at Southold, in the June Forum, would be more properly called the Israel Peck home, he having built it many years ago. Cora W. Albertson, Forest Hills.

We think the Forum is tops in our magazine program. Wilbur S. Stakes, M.D., Patchogue.

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Great River Was Youngsport

THERE are many pretty little hamlets on Long Island, some of them hidden in secluded spots off the main highways, known only to the relatives and friends of those who live there, and found occasionally by venturesome tourists who turn into a shady road and wonder what they will find at the end.

Great River in the Town of Islip is one of those places, and is reached by turning south from Route 27A a short distance east of Heckscher State Parkway. A short drive along that road and a glimpse through the trees of sparkling water prepares the tourist for the scene soon to appear before him as the river and the modest homes of the hamlet come into full view.

The river, known in earlier times by the Indian name of Conetquot, rises in the woods to the north, flows south between the former Vanderbilt mansion of Idle Hour and the Cutting homestead called Westbrook, then turns southeast towards the Great South Bay into which it empties at Timber Point. Along the eastern shore is a road built by William K. Vanderbilt that crosses a canal by a bridge, and terminates at a small house on the river built to resemble an inn with a steaming tea kettle for a sign.

The river road by which one enters the hamlet is quite high above the western bank, and at the southern end it turns almost at right angles to the west. The Trinity Sea-

side Home, Emanuel Church, and most of the homes are on these roads with a few on shorter streets that branch off from them. In addition to the homes on the western portion of the road are three small buildings, a former Methodist Church, a fire house, and the post office, the latter building so small that a half dozen people would crowd it.

On the bay near the mouth of the river is a large tract of land called Timber Point. It was once a farm owned by William Nicoll, later serving as private estates, and still later as the home of a political club. To the southwest of Timber Point is a large neck of land once called Great Neck,

Continued on page 197

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Two Fishermen

Continued from page 187

supposed to do, I did not know; possibly she thought it might stop the boat's rolling.

When they became rather interested in conversation with the helmsman, I managed to drop the centerboard unnoticed, for we needed this to keep from making too much leeway, thus necessitating the trimming of sheets and heading up into the wind with rough seas coming over the port side.

Upon landing we received the warm and grateful thanks of the Gardiner family.

As we made our way over the hills to join our shipmates we began to worry a bit, for it was nearly dark. We could see in the distance that the smack was about ready to sail. Hove up short to her anchor, the Captain wanted to get back on the fishing banks. The N. W. breeze had died down as it so often does at sunset.

We received a stiff reprimand from the Captain. He had consented to our going ashore for several hours, which we had lengthened to all day.

If he had sailed away and left us on the beach it would have been a punishment we well deserved.

The Long Island Forum is wonderful. Mrs. Howard P. Corwith, Green Village, N. J.

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Forum Articles Cited

Among the articles listed in the quarterly of the New York Historical Association as being of special interest to its members are the following from the April, May and June numbers of the Long Island Forum:

By Robert R. Coles: Local Weeklies of Long Ago, and My Grandfather's Diary.

By H. P. Horton: Major Thomas Wickes, Patriot.

By Dr. John C. Huden: Cockenoe-de-Long Island.

By Marion F. Overton: Romance and Marriage of 1722.

By Julian Denton Smith: Horse-shoe Crabs Are Oldtimers.

L. I. FORUM INDEX

The Queens Borough Public Library, 89-14 Parsons Blvd., Jamaica, sells a complete index of the Long Island Forum for the years 1938-1947 inclusive, at \$1 postpaid. Also for the years 1948-1952 inclusive, at 50 cents postpaid. They were compiled by Miss Marguerite V. Doggett, Librarian L. I. Collection, and may be obtained by addressing her at the Library.

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Barrier Beaches

Continued from page 184

They will start off warm because heated air forms the forward edge of the shower. They quickly cool and can slap with the force and invigoration of a cold, needle-point bathroom shower. It is not easy to stay prone while outlasting a shower, but when it is gone, a dip in the ocean quickly washes off the sand and restores the body temperature.

I have not yet been on the beach at night when it was too black to see the line of breakers. Light seems to come from somewhere even on the thickest, darkest nights. Normally our shore lights and the glow from the sky above the city dimly illumine the beach. Summer starlight helps, altho it is weak in comparison to the light of the winter stars.

There is another kind of light visible at times in the water and the wet sand near the waves. This appears as little globes or spots of phosphorescent light in the water. More of this is present when jelly-fish are around. When this same light appears in the wet sand, every footfall is marked in a pale, greenish, wavering brightness. Sometimes the light does not fade as soon as the foot pressure is removed. Then it is possible to watch your own footsteps marked in light fifteen or twenty paces in back. I believe I have seen this same glimmering in seaweeds in the bay during late summer.

Fog plays tricks with sounds along the beach. Lis-

ten to the bell buoy at the entrance to Jones Inlet on a foggy night. It is dead, hangs close to the water and comes up on the beach as though the buoy had torn loose and was riding the waves just offshore. On a clear night the sound comes fresh and clear and from exactly the right spot; no distortion of either pitch or direction.

Fog alters lights, too. This summer on the evening of August 6th I came from the Boardwalk Restaurant at the Mall. The flood lights near the top of the Tower were shining directly up into thick fog. It created the gentlest, softest, diffused glow for an eighth of a mile around the Tower. It was the first time I had ever felt really bathed in light. That was certainly the sensation. I think the same lights bring the same glow in a snow storm.

Winter nights on the beach are exciting things. There are no insects or flowers to find and study, altho I have seen one of the native beach plants in bloom on New Year's Day at Tobay Beach. The plant grew on the south side of a dune on the first row of dunes nearest the water. The flowers had to take care of their own pollination as no off-season, day- or night-flying insects were around to give aid in January.

The colder, wilder and more hectic the winter night, the better the frostfishing. Frost-

fishing always seems like shoplifting to me. I have picked up something I have not done a single thing to earn except to be at the right place at the right time. Just because a fish has gotten himself stuck on the beach between waves seems little excuse for me to pounce on him, pick him up, drop him in my sack, and soon thereafter prepare him to grace my dining table the next day. But this is frostfishing—an old Long Island institution from away back!

I always enjoy hearing spray fly on winter nights. At the instant enormous waves are curled to break, a northwest wind will get underneath the crest and fling it backwards. The showers of spray ride the wind for perhaps a hundred feet settling down into the sea all the way. The sound of the thousands of drops returning to the water is crispy, icy and tinkling, like shattering glass.

Nights are interesting on the beach and very different from the day.

Old Bennett House

I do enjoy the Forum so much. Have just read Mrs. Slaterbeck's letter in the September issue. She was a neighbor of mine for thirty years when I lived in Flatbush and still keep in touch. The old Dutch Bennett home was just a few blocks from my home and I have been in it several times. I believe it is still standing.

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Designer in the Far West

From out of the West a few years ago a tall, stately, slim and attractive girl, the fashion model type, came to study design and clothing construction at the Traphagen School of Fashion. Now she is creating clothes for women over more than half of the United



Mary Champ

States and she is doing it right in her home state of Utah.

The fashion industry is nationwide nowadays, as widespread as is the interest in being well-dressed. Designing and manufacturing are going on all over the country, for this big industry is no longer corralled in such large and publicized centers as New York, St. Louis, Dallas, and Los Angeles.

When Mary Champ, the heroine of this story, finished her course at the Traphagen School, which is located in New York at 1680 Broadway (52d St.), she planned to stay in that city and start her

career but circumstances took her home to Logan, Utah. Undaunted and feeling that a career is where you make it, Miss Champ soon had a job with Intermountain Knitting Mills in Ogden, makers of Jedwins Originals. They're Mary's originals now . . . she is pictured here wearing one. She has been designer at Intermountain for over two years, introduced many innovations and business is booming.

If any young aspirants to careers as designers are looking for a word of advice, Mary Champ has it for them. "If you plan to enter the field of fashion design," she says, "go to Traphagen School and learn the construction of clothing and how to make the patterns too. No matter how beautiful a design or garment is, it is the fit of the finished product that makes it right."

Designs

By

Mary

Champ



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Great River

Continued from page 193

on which in 1874 J. Neale Plumb built an imposing mansion and farm buildings, and called his estate Deer Range. In 1886 George C. Taylor built his home west of Deer Range. Both mansions have been demolished and the land on which they stood is now part of Heckscher State Park.

Great River has not always been called by that name. A boat builder named Erastus Youngs had a yard there in 1850, and for over thirty years it was known as Youngsport. South shore papers carried that name at the head of news columns, and old residents, not only of Great River but of neighboring villages, continued to so call it long after it became Great River.

The population of Great River, at one time consisting mostly of baymen and their families, has seldom exceeded 150 although a recent census gives the number as 203 which may include people living in new homes built in recent years in the woods to the west and north.

At one time there were two churches in the community, the Episcopal, named Emanuel, and the Methodist previously referred to. The original Methodist building burned down in March 1874, and the one now standing was built on the site with the proceeds of the insurance (\$250) which was promptly paid. It has not been used as a church since some time in the 1880s, and at last accounts the Episcopal Church was using it as a parish house.

The one thing above all others that impresses the visitor to this pretty little hamlet is the peace and quietness that prevails as though the busy world of toil and strife was far away. That may explain why a few men in comfortable financial circumstances have built homes there. One, a retired Episcopal clergyman named Adams, had a large home containing a private chapel built in the northern

part of the hamlet between the road and river. It was built in the 1890s by a local contractor, J. E. Van Orden, who also built the first railroad station for Great River in the fall of 1897.

L. I. and Vermont

We are indebted to Henry Nye, superintendent of the Bayard Cut-

ting Arboretum, for an inscribed copy of "Early History of Berlin, Vt., 1763-1820," by Mary Greene Nye. We note that Judge Theodoros Van Wyck, born in 1697 at Hempstead, was a leader in the settlement of that border town which figured in so much litigation between Vermont, New Hampshire and New York. The Judge's principal home was at Fishkill, N. Y., where he died 1776 and where the building still stands as an historic landmark.



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A limited number of sets of the Long Island History, compiled by Paul Bailey and published in 1949 by the Lewis Historical Publishing Company of New York, has been made available through the Long Island Forum at one-third off the publishers' price.

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logy and archaeology, there are separate chapters on each of the towns in Nassau and Suffolk Counties, the history of the leading church denominations, whaling, fishing, shell fisheries, agriculture, medicine, banking, education, aviation and many other subjects.

Long Island Birdlife is compiled by Edwin Way Teale, nationally known authority; the island's mammals, by Dr. W. J. Hamilton, Cornell zoologist. The most extensive coverage of the island's Indians ever printed was prepared by John H. Morice. Among the authors represented are J. Russel Sprague, Dr. Oscar G. Darlington, Dr. Clarence Ashton Wood, Miss Jacqueline Overton, Rev. John K. Sharp, Chester R. Blakelock, Osborn Shaw, Herbert F. Ricard, Preston R. Bassett, Robert R. Coles, Halsey B. Knapp, Nancy Boyd Willey, Mary E. Bell—in all more than forty such authorities.

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"Year Without Summer"

Paul Bailey's article in his syndicated column regarding "the year without a summer" of 1816 recalls an anecdote I heard my grandmother relate. Her father died in July of that year and one night during his illness they went into the yard about 2 a. m. to get plantain leaves for some medicinal purpose and found them frozen stiff.

Also, some years ago I saw an account of that season in a Vermont paper in which was stated that in the June snowstorm which Mr. Bailey mentioned, a farmer in that state was frozen to death while going to get his sheep.

A. B. Roberts
Windham, Ct.

John Tooker Recalls

When Capt. Eugene S. Griffing writes for the Forum he is almost certain to stir up memories of the three years that I spent in Greenport (1893 to 1896). In the Gardiners Island story in the July 1955 number he mentions the name of F. Augustus Schermerhorn who was leasing the hunting privileges on the Island at that time. His big black steam yacht *Freelance* was often seen in Greenport harbor, at anchor, or perhaps on the ways of

the Smith & Terry shipyard for an overhauling. I have been on board her several times to help on repair jobs. Capt. Horace Vail of East Marion was in command of the yacht at that time and her Chief Engineer was Chesman W. Thorne of Greenport.

Mr. Thorne was an expert machinist and Mr. Hedges always allowed him to use the shop tools to make his own repairs. In later years, and in partnership with one of the Greenport Tuthills, he ran a machine shop of his own in Greenport. His son was in command of The United States Coast Guard Academy at New London, Conn., at one time. Mr. Thorne died in Greenport a few years ago.

John Tooker, Babylon

Little Known Wreck

A wreck that seems to have escaped the historians was that of the 800-ton ship *Persian* which the Illustrated News of May 7, 1853 says "was wrecked some days since under circumstances of combined carelessness and want of nautical calculation which are indeed truly surprising".

Built at Newburyport, Maine, and owned in Baltimore, the vessel came ashore at Fire Island

while enroute for New York from Le Havre, France. Her 175 passengers were principally French immigrants. According to the above periodical, which carried an artist's sketch of the wreck showing the removal of cargo directly into wagons from the high and dry ship, the vessel stranded on a calm and pleasant night. The crew were discussing the breakers which lay ahead when the ship struck, while the captain and mate were below decks.

All the crew and passengers were saved and shelters were erected from wreckage when a severe storm struck, driving the vessel broadside upon the beach. Following the storm a hole was cut through the *Persian's* side and her cargo removed.

John B. Shiel
Glen Head

In quoting from island weeklies of 100 years and more ago, Robert R. Coles gave some real everyday history in the June Forum. Rachel P. Slocum, Bridgeport, Ct.

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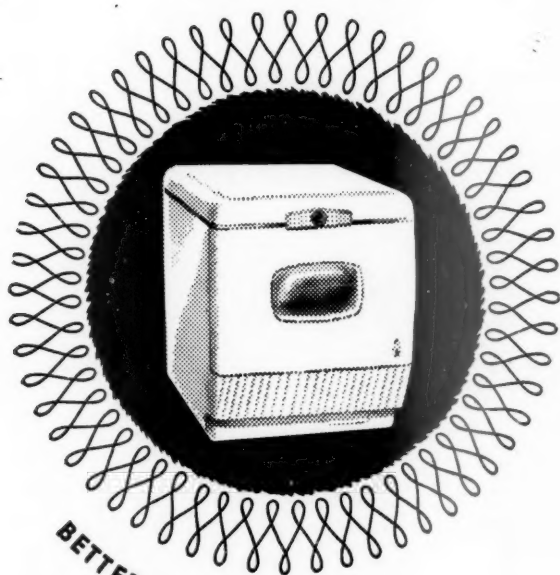
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Our August Cover

We here at Bowne House are delighted that the water color by Cyril A. Lewis of our Shrine to Religious Freedom occupies the place of honor on your front cover of the August 1955 issue of the Long Island Forum.

Your article (by Dr. Chas. A. Huguenin) about Maud Muller and Mary Bowne and Mr. Robert R. Coles' account of the Early Quakers and Mighty Oaks are most important and interesting.

Charles S. Colden

Note: Supreme Court Justice Golden has long served as president of The Bowne House Historical Society which maintains the ancient building (1661) at Flushing, Editor.

Two Ancestral Signers

As two of my ancestors were signers, Robert Morris of Virginia and Gouvenier Morris of New York, I am interested in reading Dorothy Horton McGee's "Famous Signers of the Declaration" which please send.

I made a very historical trip last May to the home of my great-grandfather, Governor Thomas Worthington, at Chillicothe, Ohio. The Ohio Historical Society has taken over the place, known as Adena, as a shrine and I took many things that belonged to the Worthington family to be preserved in this one-time home of my great-grandsire who is known as "the Father of Ohio".

Eleanor Worthington Penn

New London, Conn.

Note: Mrs. Penn, a long-time Forum reader, is the widow of Arthur A. Penn, author of "Smiling Through" which he composed on a LIRR train while he and Mrs. Penn were residents of Bay-side in Queens County. Mrs. Penn is also a member of the island's Onderdonk family. Editor.

Correction: Hosford-Horsford

Dr. Clarence Ashton Wood, our senior editor, has called attention to the name of Dr. N. S. Hosford being used instead of that of Dr. Eben Norton Horsford in Dr. John C. Huden's article in the August issue on William Wallace Tooker, Algonkianist. The error has been made time and again since the Brooklyn Eagle committed it away back on September 10, 1911.

Dr. Wood has written an article on Dr. Eben Norton Horsford, a summer resident of Shelter Island, which we plan to use shortly. Editor.

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